### Key Issues –

- With over 30 million passengers a year, Tramlink is already a popular and well-used service increasing accessibility to public transport as part of a wider integrated transport system for South London;
- The Tramlink network also provides accessibility to the national rail network through connections at East and West Croydon and Wimbledon;
- The proposed scheme is located in a heavily urbanised location on the urban / sub-urban fringe;
- The area is currently undergoing a transformation from a shift of predominantly office and hotel uses to an emphasis on high density residential use;
- Complex interplay of extant and proposed planning permission and approvals;
- Heavily constrained area with existing developments; and
- Area is heavily used by predominantly vehicular traffic in combination with an existing tram network and other public transport needs.

### Purpose of the project

Transport for London (TfL) is proposing to build a new tram loop to accommodate the Croydon Partnership Development on the old Whitgift Centre site. Croydon is undergoing one of the largest town centre regeneration projects in London. These improvements will contribute to the growth in demand on Tramlink services. TfL predict that by 2031 the number of passengers will have nearly doubled. Building a new loop allows TfL to continue to run a reliable service and provide more network capacity.

### Description of the project

The Scheme comprised a new 450m long one-way tram line, with associated infrastructure along existing highway carriageways and a new tram stop. The area needed to undergo traffic alterations in order to accommodate the tram line. The project requires a Transport and Works Act Order (TWAO) to build and operate the scheme. As part of the submission, an Environmental Statement (ES) was needed to inform the decision maker of the likely significant environmental effects of the scheme. Temple has been commissioned by TfL to undertake the environmental impact assessment and produce the ES.
Lessons learnt
A robust examination of the options considered during development of the proposals. This enabled TfL to identify their emerging preferred option that met the requirements of the project with the least negative impact and best environmental performance. A public consultation on the options was conducted on this basis.

A proactive approach to scoping, with engagement with the local authority and the statutory environmental bodies. This enabled TfL to secure a scoping opinion from the Department of Transport (as the competent authority in this case) which scopes out a number of issues and focuses on what is really important. This will be a key factor in delivering a proportionate environmental statement to support the TWAO application later this year.

The EIA Coordinator has an integral role (i.e. not wrapped up as a service for a wider design proposition) within the project team and was therefore able to exercise objectivity in the decision making process. The EIA coordinator also attends regular progress meetings, consultation and engagement events with key stakeholders.

Lessons learnt cont. -
An integrated approach to assessment and the design process. This includes preparing a Design and Access statement to explain and justify urban design proposals, setting out how the design has been developed and the principles that will be used to guide the design details that are proposed to be reserved by planning conditions, such as the urban realm treatment.

A Stop Design Guide will also be provided, that will present a hierarchy of tram stop designs that are respectful of setting and place whist ensuring delivery of a coordinated network-wide design response that meets all existing Tramlink visual design standards and reinforces the Tramlink visual identity (e.g. signage, typeface, ticketing equipment, etc.).

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